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TITLE: Lot 585 and PT Lot 9501 Port Lane, Port Geographe

Structure Plan - Part One | Implementation

REFERENCE: REP02 - 0102020

DATE: 27 June 2020

PREPARED BY: Rise Urban

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This structure plan is prepared under the provisions of the City of Busselton Local Planning Scheme No. 21

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON: 7 August 2020

Signed for and on behalf of the Western Australian	Planning Commission
Migah.	
an officer of the Commission duly authorised by the Section 16 of the Planning and Levelopment Act 2 presence of:	
Braches	Witness
7 August 2020	Date

_____7 August 2030______Date of Expiry

Executive Summary

The Lot 585 and Part Lot 9501 Port Lane Structure Plan (the Structure Plan) facilitates infill development within one of the last remaining undeveloped sites within the Port Geographe village centre precinct. The Structure Plan comprises the entirety of Lot 585 Port Lane and part of Lot 9501 Port Lane, capturing approximately 2.569 ha of land located on a variety of existing island, canal frontage, and regular lots.

The site is zoned Business pursuant to the City of Busselton Local Planning Scheme No.21 (LSP 21), however an amendment referred to as Amendment 28 (Omnibus Amendment 3), to LPS 21 to rezone the land to 'Urban Development is currently being progressed. This Structure Plan is lodged in anticipation of its future zoning as 'Urban Development' and in accordance with LSP 21 which requires a structure plan prior to the progression of subdivision and development for land zoned 'Urban Development'. This approach is supported by the Western Australian Planning Commission in correspondence dated 27 August 2018.

The Structure Plan recognises the unique location, and surrounding land use context whilst enabling a diverse range of housing typologies and tenure. The Structure Plan fulfils the strategic planning objectives identified in the draft Leeuwin Naturaliste Sub-regional Planning Strategy which identifies the need for infill development. The Structure Plan supports residential densities of R30 - R60 and will ultimately deliver approximately 60 - 75 residential dwellings.

The Structure Plan area is serviced by essential infrastructure already located within the existing road reserves and can be easily extended to service future development.

This structure plan report comprehensively addresses all of the relevant planning considerations and demonstrates that the land is suitable for infill urban development in the form proposed.

Table 1: Land Use Summary

	_	Section number reference within the	
Item	Data —	Structure Plan Explanatory Report 1.2	
Total area covered by the structure plan	2.569 hectares		
Area of each land use proposed		portion of 3.2	
Zones (as per the Scheme)			
 Residential 	1.7993 hectares (including Port		
 Waterways 	Lane road reservation)		
Reserves (as per the Scheme)	0.77 hectares		
Estimated number of dwellings	60 - 75 dwellings	3.2	
Estimated residential site density		3.2	
 Dwellings per gross urban zoned 	33 - 41 dwellings		
hectare	41 - 52 dwellings		
Dwellings pre site hectare			
Estimated population	182 - 210 @ 2.8 people per dwelling	3.2	

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1.0 Structure Plan Area

The Structure Plan Area is shown on Plan A: Structure Plan Map

2.0 Structure Plan Content

This Structure Plan comprises:

- · Part One Implementation Section
- · Part Two Explanatory Report
- Appendices Technical Reports

Part One of the Structure Plan comprises the structure plan map and planning provisions. Part Two of the Structure Plan is the planning report component which can be used to interpret and implement the requirements of Part One.

3.0 Operation

This Structure Plan comes into effect on the date that it is endorsed by the Western Australian Planning Commission (WAPC).

4.0 Interpretation and Relationship with Statutory Planning Framework

The Structure Plan constitutes a structure plan pursuant to the City of Busselton Local Planning Scheme 21 and the *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 - Deemed provisions for local planning schemes.

The Structure Plan Map (Plan A) outlines future land use, zones and reserves applicable within the Structure Plan area.

Pursuant to the *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 - Deemed provisions for local planning schemes, a decision maker of an application for development approval or subdivision approval is to have due regard to the provisions of this Structure Plan, including the Structure Plan Map, Implementation Report, Explanatory Report and any Technical Appendices.

5.0 Staging

Development staging will follow an orderly sequence and shall not exceed the extension of essential service infrastructure or constructed road access.

6.0 Land Use and Subdivision

6.1 Land Use and Zones

Land use permissibility within the Structure Plan area shall genereally be in accordance with the corresponding zone or reserve under the Scheme or as otherwise outlined in this Structure Plan.

The subdivision and development of land is to generally be in accordance with the Structure Plan.

6.2 Residential

6.2.1 Residential Density

Residential densities applicable to the Structure Plan shall be those residential densities shown on the Local Structure Plan Map.

7.0 Development

7.1 Local Development Plans

The preparation of a Local Development Plan(s) may be required by the WAPC in accordance with Clause 47 (a) of the *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 - Deemed provisions for local planning schemes, on the advice of the City of Busselton, as a condition of subdivision for all lots within the Structure Plan area. Any Local Development Plan is to be prepared in accordance with the Port Geographe Village Centre Design Guidelines and should address the following:

- · Built form standards;
- R-Code variations;
- · Canal setbacks;
- · Retaining walls and fencing;
- · Private jetties; and
- · Maintenance of the stabilised canal edge.

7.2 Notifications on Title

In respect of applications for the subdivision of land the Council shall recommend to the Western Australian Planning Commission that a condition be imposed on the grant of subdivision approval for a notification to be placed on the Certificate(s) of Title(s) to advise of the following:

Lots capable of use for short stay accommodation purposes.

8.0 Other Requirements

8.1 Conditions of Subdivision Approval

The following technical reports / strategies are to be prepared and submitted as a condition of subdivision approval (where applicable):

· Urban Water Management Plan.

Lots fronting Starboard Lane are required to have Legal road access prior to subdivision.

8.2 Prerequisite Scheme Amendment

Prior to any further subdivision or development, the City's Local Planning Scheme No. 21 is required to be amended to include 'additional site and development requirements', pursuant to Schedule 1, Part 4, cl. 33 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and to introduce the following requirements for the subject land:

- 1. All habitable buildings are to achieve a minimum finished floor level of 3.4m AHD.
- 2. Prior to subdivision or development, the proponent is to demonstrate to the satisfaction of local government, Department of Planning Lands and Heritage, and Department of Transport that any proposed engineering, planning and / or building design measures used to achieve the minimum 3.4m AHD finished floor level will:
 - a. Adequately mitigate against envisaged coastal process (e.g inundation) pursuant to the requirements of State Planning Policy 2.6 State Coastal Planning Policy; and
 - **b.** Will achieve the envisaged planning and development outcomes in accordance with the endorsed Structure Plan applicable to the land.
- 3. If the local government, Department of Planning Lands and Heritage or Department of Transport determine that additional planning controls are required to implement the proposed engineering, planning and / or building design measures referred to in point 2 above, these are required to be introduced in to the scheme prior to further subdivision or development.
- 4. As a condition(s) of subdivision or development, the proponent will be required to:
 - · Prepare an Emergency Evacuation Plan (EEP) to the satisfaction of the local government;
 - Provide prospective purchases with a copy of the EEP; and
 - Impose a notification on titles advising of the EEP and that a copy can be obtained from the local government's
 office.

8.3 Canal Walls

The City of Busselton may require, as a condition of development approval, certification from a structural engineer that the existing canal walls are structurally sound and capable of supporting the proposed development.

8.4 Provision of Community Infrastructure

A cash payment in lieu of the provision of land or buildings for community purposes is to be provided, and is subject to a seperate deed of agreement between the City of Busselton and the landowners.

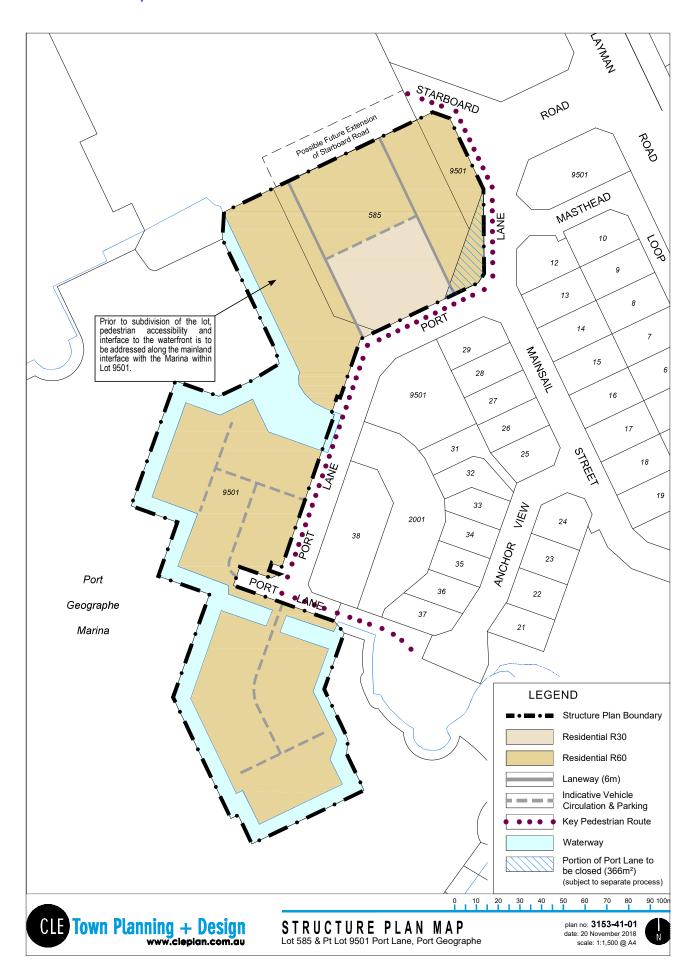
8.5 Pedestrian Accessibility

Prior to subdivision of the lot, pedestrian accessibility and interface to the waterfront is to be addressed along the mainland interface with the Marina within Lot 9501.

8.6 Jetty and Mooring Plan

Prior to subidivision a Jetty and Morring Envelope Plan shall be prepared and approved to the satisfaction of the City of Busselton and the Department of Transport (Maritime Planning).

Structure Plan Map



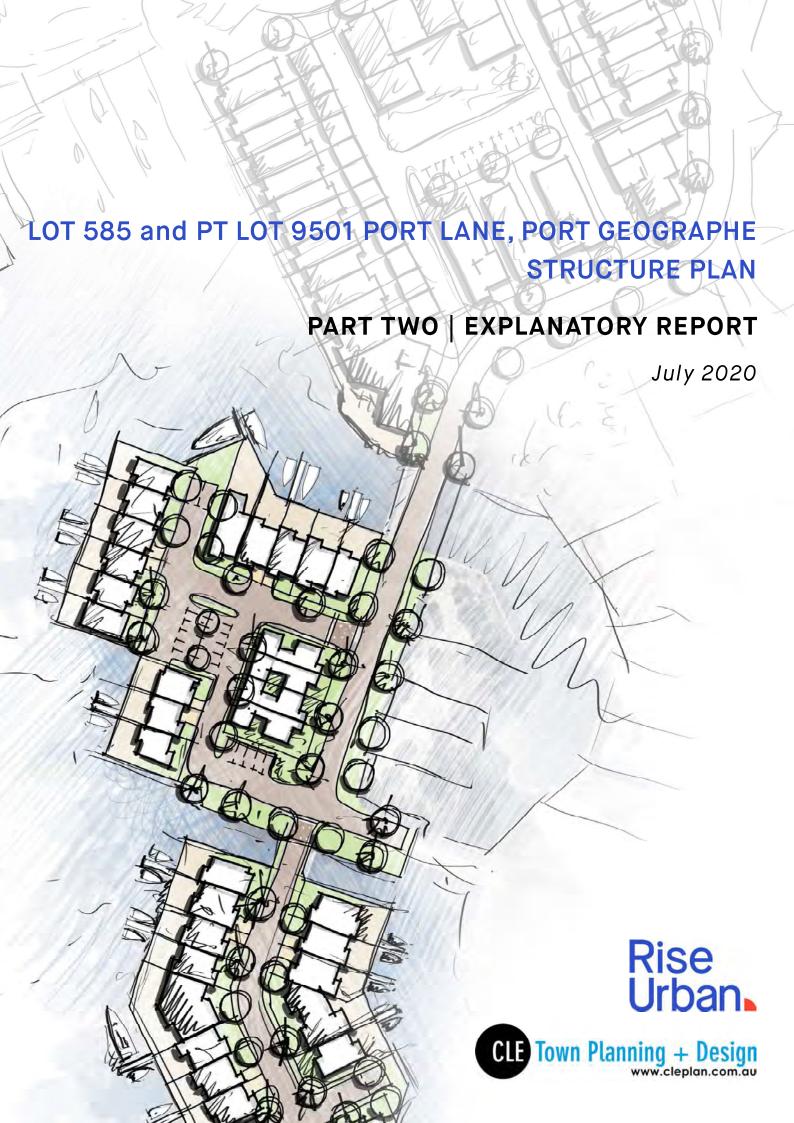


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Title: Lot 585 and Pt Lot 9501 Port Lane, Port Geographe

Structure Plan

Part Two - Explanatory Report

Prepared for: QUBE Property & JV Partners

Reference: CLE Ref. 3153Rep30A | Rise Urban Ref. REP03-0102020

Date: 1 July 2020
Status: Final
Review date: 1 July 2020
Prepared by: Rise Urban

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1.0 Introduction

1.1 Purpose

The Lot 585 and Pt Lot 9501 Port Lane Structure Plan is a structure plan for the purposes of clause 15 Schedule 2 – Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations* 2015, and the resolution of the Western Australian Planning Commission dated 27 August 2018.

The Structure Plan area is one of the last remaining undeveloped precincts within the Port Geographe Village Centre precinct. The site has long been identified for commercial land uses, however by virtue of the physical constraints in accessing the site, and the questionable commercial viability of a retail centre in this location, the site has not been developed as envisaged by the current planning framework.

The purpose of this Structure Plan is to establish a contemporary planning framework that provides for consolidated development of the site in a form that responds to the unique location, whilst also enabling viable forms of development to occur. The Structure Plan provides for a contemporary, medium density residential community that responds to the unique setting, and will deliver a greater range of housing choices to the Port Geographe Village Centre.

1.2 Site Context

The Structure Plan area comprises all of Lot 585, and a portion of balance Lot 9501 Port Lane ("the Structure Plan area"), which together, forms one of the last remaining undeveloped sites in the established suburb of Port Geographe. A location plan depicting the Structure Plan area within the broader surrounds is Figure 1.

Lot 585 is generally framed by Starboard Road to the north, Port Lane to the east and south, and is separated from the marina waterbody by a portion of lot 9501 to the west.



Figure 1 Location Plan

Source: Nearmap

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The portion of balance lot 9501 to be included within the Structure Plan comprises of four discrete areas, as depicted on the site plan at Figure 2. Areas A and B flank lot 585 to the east and west respectively, while areas C and D are the two "island" lots located at the southernmost extent of Port Lane. Areas B, C and D are flanked by substantial masonry canal walls, with a portion of the title extending beyond the canal edge and into the existing waterbody.

It is understood that the civil construction of the Structure Plan area was completed circa 2006, and lot 585 was subdivided and created at around this time. Whilst lot 9501 was constructed and connected to services, it was not then further subdivided, and instead was retained on the balance of title.

The entire Structure Plan area is cleared and level, and generally sits at around 2.2m – 2.4m AHD.

The combined Structure Plan area, including the portion of lot 9501 within the waterbody and portion of Port Lane road reserve, is 2.569ha.

A legal description and ownership of the Structure Plan area is set out in Table 1.

Table 1 – Lot 612 Spinnaker Boulevard – Legal Description

Lot	Plan / Diagram	Volume	Folio	Owner
585	96606	2172	810	City of Busselton
9501	50937	2772	976	- Port Geographe Village Centre Pty Ltd
				- Macsea Nominee No. 2 Pty Ltd



Figure 2 Site Plan Source: Nearmap



2.0 Planning Context

2.1 Statutory Planning Context

The following provides a brief synopsis of those statutory planning instruments and decisions that are directly relevant to the proposed Structure Plan.

City of Busselton Local Planning Scheme No.21

The entire Structure Plan area, along with the public carpark and boat launching facilities to the north, is currently zoned 'Business' pursuant to the City of Busselton Local Planning Scheme no.21 (LPS 21). The marina area to the west of the site is unzoned, while the surrounding area to the east is predominantly zoned 'Residential'. There is a substantial area of 'Recreation' reserve (public open space) located to the east, providing an established, high amenity area for local residents to recreate.

A zoning plan is Figure 3.

Port Geographe Development Plan

The Port Geographe Development Plan ("PGDP") was prepared in the early 2000's, and provided the original planning context for the broader Port Geographe area. The zones and development standards established by the PGDP were largely normalised into LPS 21 when it was gazetted in October 2014, and as such, bares little relevance in a statutory context to the current planning and development for the area. Notwithstanding, the PGDP retains its status as a current 'structure plan' pursuant to LPS 21.

The Structure Plan area includes part of the 'Village Centre Precinct' of the PGDP which identifies the following over the Structure Plan area:

- Lot 585 and Area A Shopping/ Tourist Carpark;
- Area B and C Mixed Use R60;
- Area D Tourist Accommodation / Residential R60; and
- A 'village centre pedestrian route' that connects the public open space reserve to the east with the existing tavern site to the north west of the Structure Plan area via Port Lane and Starboard Road.

The PGDP also sets out a number of 'Planning Policy Statements' that are relevant to the Structure Plan area including:

- A maximum retail floor space limit of 3000m² within the Mixed Use area;
- A minimum of 200m² of constructed floor space for community purposes within the Mixed Use area;
- A requirement for publically accessible boardwalks to be constructed and maintained by the landowners along the waterfront.

It is proposed to amend the PGDP concurrently with the completion of this Structure Plan, as directed by the WAPC.

Further discussion of these Planning Policy Statements and the Structure Plan's response to them is set out in Section 3 of this report.

The current PGDP is Figure 4.

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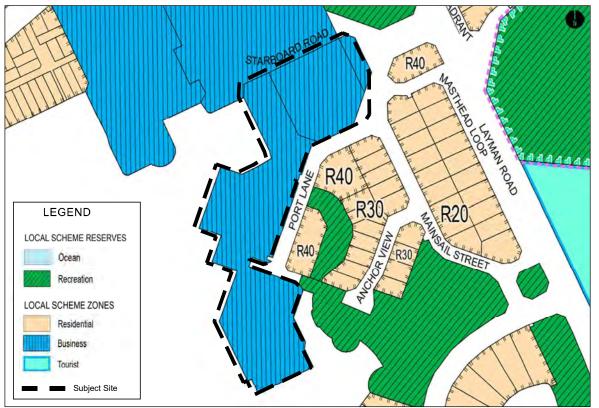


Figure 3 City of Busselton LPS 21

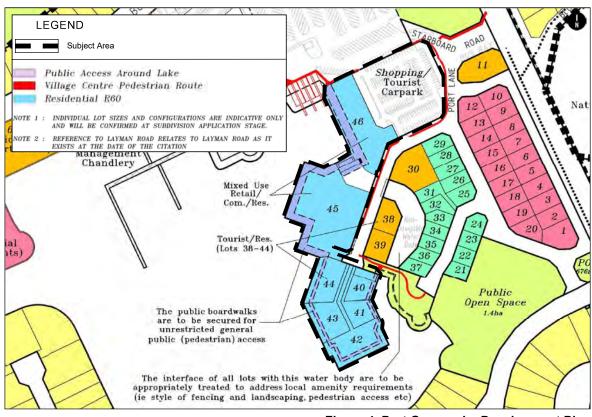


Figure 4 Port Geographe Development Plan



Port Geographe Village Centre Precinct Plan

The Port Geographe Village Centre Precinct Plan ("VCPP") was endorsed by the City of Busselton and WAPC in 2008. The VCPP was prepared as a supplementary planning instrument to the PGDP, and provides a more detailed framework for the development of the Village Centre precinct, which includes the Structure Plan area. The status of the VCPP is unclear; however the Department of Planning, Lands and Heritage has advised that the VCPP is to be treated as a 'structure plan' for the purpose of this proposal.

The VCPP identifies the site in the same manner as the PGDP, and repeats the same Planning Policy Statements with respect to retail and community floor space, and publicly accessible boardwalks.

The current VCPP is Figure 5.

Local Planning Policy 4B - Port Geographe Village Centre Design Guidelines and Performance Standards (2015)

The Port Geographe Village Centre Design Guidelines and Performance Standards Local Planning Policy (the Policy) supplements the provisions of LPS 21 and the R-Codes, and provides a design framework for development within the Village Centre Precinct, which includes the Structure Plan area. Amendment 28 (Omnibus Amendment 3) to rezone the site to 'Urban Development' under LPS 21, and the subsequent removal of the Structure Plan area from the Port Geographe Village Centre Precinct Plan will result in the Policy no longer being applicable to for development in the Structure Plan area. A Local Development Plan/s will be prepared to implement appropriate development requirements for the Structure Plan Area.

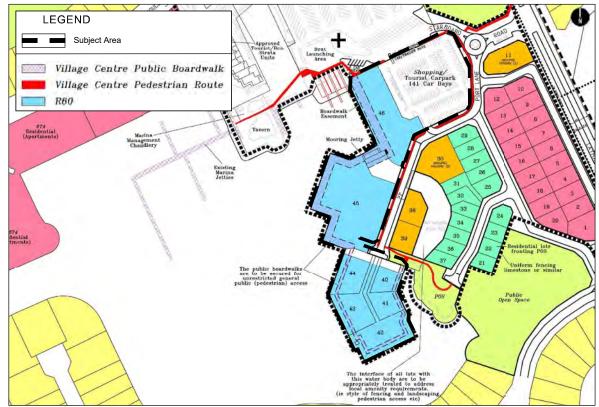


Figure 5 Port Geographe Village Centre Precinct Plan



Amendment 28 to LPS 21 - Omnibus Amendment 3

The City of Busselton resolved to initiate Amendment 28 (Omnibus Amendment 3) to Local Planning Scheme 21 in April 2018. As part of this Amendment, it is proposed to rezone the undeveloped portions of land in the Port Geographe Village Centre area, including the Structure Plan area, to 'Urban Development' zone in order to facilitate a coordinated planning response for these sites via a structure planning process.

This resolution is, in part, an acknowledgement by the City of Busselton that the current planning framework is out of date and insufficient to facilitate development of the Structure Plan area. As such, the City has recognised that a new planning framework should be prepared via the structure planning process in order to promote development of the site.

It is on this basis that this Structure Plan has been prepared.

Decision of Western Australian Planning Commission to Prepare a Structure Plan

Clause 15 Schedule 2 – Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015 prescribes the circumstances in which a structure plan may be prepared, and states:

A structure plan in respect of an area of land in the Scheme area may be prepared if -

- (a) The area is
 - i. All or part of a zone identified in this Scheme as an area suitable for urban or industrial development; and
 - ii. Identified in this Scheme as an area requiring a structure plan to be prepared before any future subdivision or development is undertaken;

or

- (b) A State planning policy requires a structure plan to be prepared for the area; or
- (c) The Commission considers that a structure plan for the area is required for the purposes of orderly and proper planning

Although Amendment 28 to rezone the land to Urban Development zone has been initiated by the City and will ultimately satisfy clause 15(a) above, it may be some time before it is finalised and gazetted.

On this basis, and in the interests of progressing structure planning over the land in the interim period, CLE wrote to the Western Australian Planning Commission to request that the Commission resolve to exercise its discretion under clause 15(c) and formally determine that a structure plan for the site (and other areas within the VCPP area) is required for the purposes of orderly and proper planning. The Commission responded in August 2018, and advised that a structure plan (or plans) would be required. In addition, the Commission advised that it would be necessary to concurrently amend the PGDP to exclude the site and note that the site would be subject to separate structure planning.

A copy of the Commission's decision letter of August 2018 is Appendix 1.



2.2 Strategic Planning and Policy Context

The following provides a brief description of the key strategic planning and policy documents that have informed the proposed structure plan.

Draft Leeuwin Naturaliste Sub-regional Planning Strategy (WAPC 2017)

The Leeuwin-Naturaliste Sub-regional Planning Strategy is an overarching planning document that outlines the WAPC's approach to future planning and development within the City of Busselton and the Shire of Augusta-Margaret River. The Strategy was advertised as a draft in 2017 and at the time of writing had not been finalised by the WAPC.

The Strategy highlights the importance of urban infill and consolidation in established areas such as the suburb of Geographe as a cost-effective means of delivering infrastructure and ensuring sustainable growth in urban areas.

The draft Strategy does not contain any specific provisions or requirements that influence the land uses contemplated by this Structure Plan.

City of Busselton Local Tourism Planning Strategy (City of Busselton 2011)

The City of Busselton's Local Tourism Planning Strategy ("LTPS") was prepared by the City in 2011, and provided the high level strategic framework to guide planning decisions around tourism proposals. This framework was subsequently incorporated into, and superseded by LPS 21, and as such, the LTPS has little relevance to the current proposal.

The LTPS classifies the entire Port Geographe Village Centre as 'Strategic Tourism Precinct 9' and notes that high density tourist accommodation should be a preferred development outcome on lots with frontage to the marina. The LTPS includes a specific 'Policy Direction' recommending special provisions to ensure that tourist accommodation is permissible in this area.

The recommendations of the LTPS have been taken into consideration in the formulation of this Structure Plan, within the zoning and indicative land uses being well suited to support small scale tourist accommodation.



City of Busselton Local Commercial Planning Strategy (City of Busselton 2011)

The City of Busselton endorsed a Local Commercial Planning Strategy ("LCPS") in 2011. The purpose of the LCPS was to inform a broader Local Planning Strategy which, in turn, informed the preparation of LPS 21 in 2014. Once again, this framework was subsequently incorporated into, and superseded by LPS 21, and as such, the LCPS has little relevance to the current proposal.

The LCPS notes a significant oversupply of commercial land in the Layman Road / Port Geographe area, as well as poor accessibility / serviceability to the East Busselton community for local retail needs due to the physical location of the Port Geographe Village Centre. It goes on to note that retail uses should be kept to a minimum (recommended 1800m² maximum retail floor space) in order to ensure that retail users are not drawn away from nearby centres such as Bayside and the Busselton town centre. These findings are somewhat at odds with the PGDP, which proposed 3,000m² of retail floor space within Port Geographe, and reflect more contemporary and current strategic planning for the area.

The strategy goes on to recommend that the vacant, zoned land at Port Geographe be retained in the Business zone to encourage the development of other marine, tourist and related uses.

The Structure Plan is not inconsistent with these findings, as it includes provisions for small scale tourist accommodation, and provides an appropriate interface to the portion of the Business zone that is to be retained to the north of the Structure Plan area.

State Planning Policy 2.6 - State Coastal Planning Policy (WAPC 2013)

State Planning Policy 2.6 - State Coastal Planning Policy ("SPP 2.6") is the State Government's response to land use planning in coastal areas throughout Western Australia, and includes specific policy considerations and requirements for both infill and greenfields scenarios across a 100 year planning horizon.

SPP 2.6 was prepared by the WAPC in 2013, and superseded earlier versions of the policy.

SPP 2.6 requires the consideration of coastal processes and climate change in the assessment of planning proposals in coastal areas. These coastal processes include erosion, storm surge and coastal inundation as a result of extreme storm events.

SPP 2.6 is applicable to this Structure Plan by virtue of the site's proximity to the coast, however given that the Structure Plan area is located within a sheltered marina, and that the lots have already been constructed and created, the application of SPP 2.6 is very limited. The Structure Plan's response to SPP 2.6 is set out in detail in section 3.6 of this report.



3.0 Proposed Structure Plan

3.1 Overview

The Structure Plan at Figure 6 provides the framework for a robust infill development within the broader context of the Geographe suburb. The Plan provides a level of detail that builds upon and refines the principles of the planning framework described in the previous section, whilst also remaining flexible in recognition of more detailed stages of planning still to come.

The Development Concept Plan at Figure 7 demonstrates indicatively one possible manner in which development could occur on the site consistent with the Structure Plan requirements.

The following outlines the fundamental principles of the Structure Plan:

- Recognition of the unique location and site context, and promoting a land use framework that responds to this context.
- Allow for the creation of a diverse range of medium density housing choices, meeting affordable living
 objectives and promoting housing diversity within an area that currently has limited housing choice.
- Enabling both short and long stay residential options, recognising the opportunity for tourist accommodation within a predominantly residential setting in keeping with contemporary tourist accommodation practices.
- Deliver a permeable, interconnected road and path network through the site and provide suitable connections to the established road and path networks, and commercial areas to the north.

Based on these key principles, the Structure Plan provides a framework for the creation of:

- A total of approximately 60-75 residential dwellings in a variety of forms and tenures.
- A range of R30 and R60 medium density housing choices, encouraging greater diversity and an alternative choice to the existing housing stock in the Port Geographe area, and East Busselton more generally.
- A high quality built form with minimum 2 storey building heights, recognising the unique location of the Structure Plan area within the established marina.
- A clear and permeable movement network, making best use of the existing road and path network, as
 well as establishing a secondary pedestrian connection between the island lots and the commercial
 precinct via a public laneway, ensuring safe and efficient vehicle movement internally, as well as
 promoting walking and cycling.
- Rationalisation of the Port Lane road reserve adjacent to Lot 585 to foreshadow a future closure of the corner truncation, and to improve the efficiency of the development footprint.

The following sections provide a more detailed analysis of the structure plan and its response to the planning framework set out in section 2, as well as the key land use elements described above.



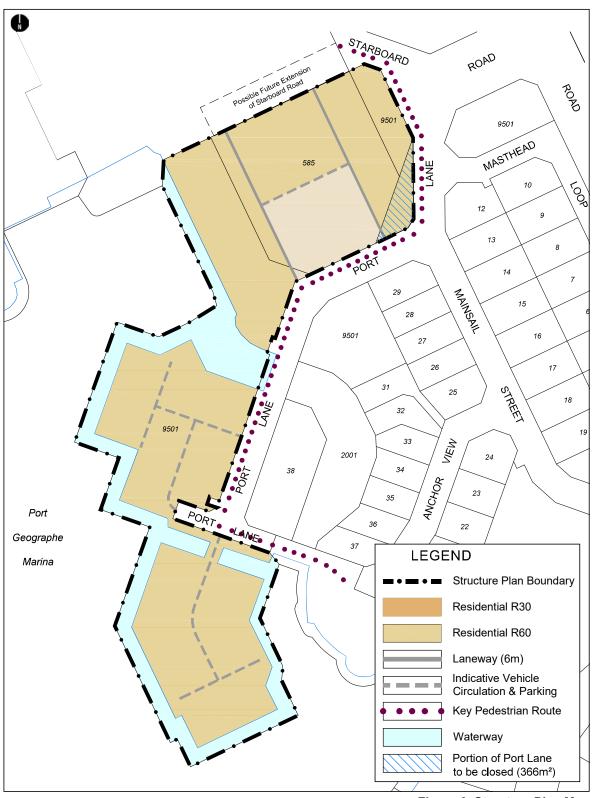


Figure 6 Structure Plan Map



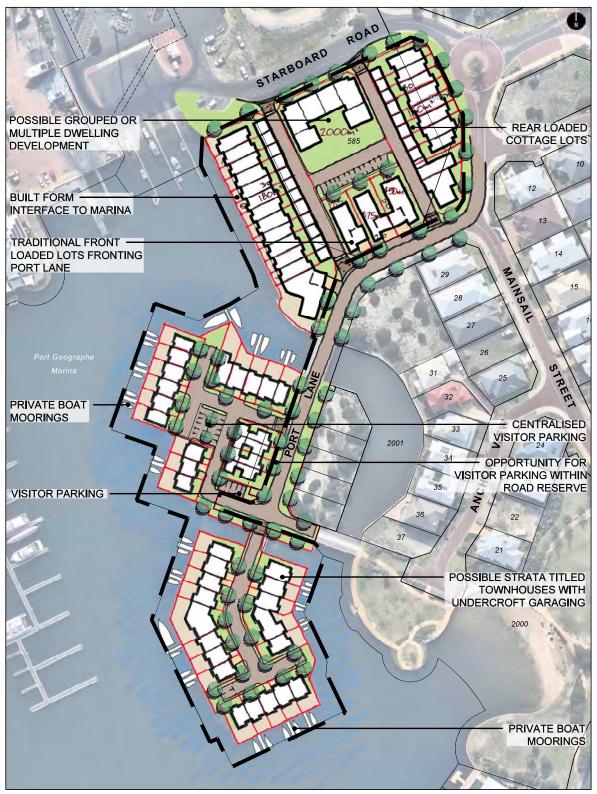


Figure 7 Development Concept Plan



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3.2 Land Use and Zoning

The Structure Plan proposes a 'Residential' zoning across the entire site, with a predominant residential density code of R60, and a pocket of R30 medium density fronting Port Lane. This range of medium density coding allows for a variety of housing typologies, including:

- Smaller 'rear loaded' lots with 6m 7.5m frontage fronting the marina and boat ramp;
- 2-3 storey townhouse style dwellings on the island lots (with either survey strata or green title tenure);
- Contemporary single house lots of 300m² 450m² within Lot 585 on the north side of Port Lane; and
- A grouped / multiple dwelling site on the north side of Lot 585, providing opportunities for a consolidated
 apartment or townhouse development with a north facing aspect and providing surveillance over the
 car park and commercial area to the north.

The precise lot sizes, tenure, and resultant housing typologies will be largely determined by market conditions and will be confirmed at development stage; however it is intended that the Structure Plan deliver some different housing choices to those which are presently available in the vicinity, and which respond to the unique site context.

As noted in the previous section, the site is currently zoned Business in LPS 21, and is identified for a range of uses including mixed use, shopping, and tourist accommodation in the PGDP. The current planning framework with respect to zoning and allocated land uses does not reflect the highest and best use for the land, and is a significant contributing factor as to why the area has not yet been developed. This is reflected in the City's recent decision to initiate Amendment 28 to LPS 21 and rezone the land back to a Development zone.

In the consideration of whether commercial land uses are appropriate in this location, it is also important to note that:

- The City's Local Commercial Planning Strategy identifies an oversupply of planned retail floor space in the East Busselton area. The LCPS recommends that the retail floor space be reduced from the 3,000m² proposed by the PGDP, down to a maximum of 1,800m² in order to ensure that any commercial / retail land uses within Port Geographe do not adversely impact on other planned or existing commercial centres in the locality.
- The Structure Plan area is not well suited to support any substantial commercial development. By virtue of its location on the eastern side of the marina, and with no through-traffic, the western population catchment is severely compromised, and the immediate population is insufficient to support any major form of commercial or retail development. It is understood that the City is currently considering a proposal to reallocate some commercial floor space to the "Newport" area further to the southwest of the Structure Plan area. Support for this proposal further undermines the viability of commercial / retail land uses adjacent to the marina.
- The City is also considering Structure Plan proposals for lots 590 and 612 Spinnaker Boulevard, to
 the north and west of the Structure Plan area. Both of these Structure Plans propose a small amount
 of commercial land befitting of their location adjacent to the foreshore / sheltered beach area, and
 Layman Road respectively.

On this basis the Structure Plan does not propose to include any additional commercial land, and instead seeks to deliver a high quality, medium density residential precinct. This precinct will cater for both permanent residents, and short stay tourist accommodation in the form of private, short stay rental accommodation.

Overall the Structure Plan has the potential to deliver approximately 60-75 residential dwellings, equating to 41 - 52 dwellings per gross hectare.



3.3 Movement Network

Vehicle Movement

The road network is largely existing and well established within and adjacent to the Structure Plan area. Layman Road is the district distributor that provides access to Port Geographe from Busselton. The Structure Plan area has good access to the district road network via Port Lane, which connects directly to Layman Road via an existing 'priority T' intersection.

The design and construction of the external road network is predicated on the land uses envisaged as part of the original PGDP. Development in the form proposed by this Structure Plan will not adversely affect traffic volumes or behaviour, as the land uses proposed are of a lower intensity than those which were originally contemplated in the PGDP. On this basis, it is reasonable to assume that there is sufficient capacity within the existing external road network, and that no further modifications are required as a result of this Structure Plan.

Locally, Port Lane provides the sole gazetted road frontage to the entire Structure Plan area. Lot 585 also abuts Starboard Road to the north; however the gazetted portion of Starboard Road terminates at the eastern end of the Structure Plan area, and the pavement sits within Lot 584 adjacent to the site. The City, as landowner of lot 584, may wish to consider vesting this portion of Starboard Road as road reserve in order to formalise the exisiting access to the boat ramps and provide legal road frontage on the northern side of Lot 585.

The Structure Plan expands upon and compliments the existing road network through the addition of two north-south orientated public laneways which link Port Lane and Starboard Road. These laneways provide rear vehicle access to the dwellings fronting the marina to the west, and those fronting the estate entry road to the east. It is envisaged that these laneways will be created and constructed as 6 metre wide public laneways in accordance with Element 2 of the WAPC's Liveable Neighbourhoods operational policy, however this will be confirmed in consultation with the City of Busselton at subdivision stage.

With the exception of the laneways described above, the Structure Plan does not propose the creation of any new public roads. Access to dwellings within areas C and D is envisaged to be in the form of common property driveways and circulation areas, the details of which will be confirmed at development application stage.

The Structure Plan foreshadows the closure of a portion of the road truncation on the south eastern corner of Lot 585 and area A. The truncation is unusually large, and does not serve a specific traffic / safety purpose. Discussions with City officers have confirmed the opportunity to close this portion of the truncation and rationalise it with Lot 585, and the Structure Plan has been prepared on this basis. Closure of a public road reserve is a separate process to the Structure Plan, and will be commenced in consultation with the City should the Structure Plan be endorsed.



Pedestrian Movement

The Structure Plan recognises the unique location and context of the site, and provides for a high level of walkability throughout the site via the two public laneways between Starboard Road and Port Lane, as well as the existing pedestrian bridge that connects to the large area of public open space to the east via a comprehensive path network. This network is entirely consistent with the 'village centre pedestrian route' identified on the endorsed PGDP.

The PGDP previously contemplated construction of a public boardwalk over the waterway along the western perimeter of lot 9501. It is important to note that this boardwalk was proposed in order to provide a high amenity public access / interface to the planned commercial and tourist uses within lot 9501. It was not intended as the primary pedestrian route through the site, which is identified separately on the PGDP. The change of land use proposed by this structure plan no longer gives rise to the need for a public boardwalk in this location, and as such, this requirement has been removed.



3.4 Public Open Space

The Structure Plan area is well serviced by an established open space network. There is approximately 1.5ha of landscaped parkland located immediately to the east of the Structure Plan area (Lot 2000). This parkland includes a substantial kick-about area, mature planting, and a sandy beach with access to the waterbody within the marina. A second designated public open space area is located immediately to the north of Lot 585, on the corner of Starboard Road, Layman Road, and Spinnaker Boulevard, while the existing foreshore area to the north provides a high amenity interface to Geographe Bay. A plan depicting the existing open space network is Figure 8.

The PGDP provided for an overall public open space provision of 17.7% (north of Layman Road), thereby exceeding the minimum 10% requirement established via State policy. It is not clear whether the Structure Plan area was included as part of the original calculation of gross subdividable area, however given the nature of the land uses proposed at the time, it is reasonable to assume that it was. On this basis, the public open space requirement is deemed to be satisfied, and the Structure Plan does not propose to provide any additional public open space.



Figure 8 Open Space Network



3.5 Community Facilities

Previous planning for the Port Geographe area has identified the need for a small community purpose facility in the order of 200m² floorspace within the mixed use portion of the Village Centre precinct.

This planning requirement was reaffirmed in the *Agreement for Provision of Land for Community Purposes:*Port Geographe Village Centre between the City of Busselton and the landowners. The Agreement requires (in part) the transfer to the City of either:

- a. A minimum of 200 square metres of constructed floorspace within the Village Centre and is stratatitled; or
- b. Subject to the City's consent, which consent the City may withhold in its absolute discretion, a block of freehold land within the village centre with a minimum block size of 400 square metres.

In May 2018, the City of Busselton wrote to the landowners of lot 9501 and queried whether the landowners would be prepared to make a cash payment in lieu of providing either land or floorspace. It is understood that this request originated from a proposal to relocate the primary commercial precinct for the area further south into the Newport development.

It was proposed that the Agreement referred to above would be amended by consent between the parties, and that this agreement will provide the head of power for the cash in lieu payment.

The landowners have advised that they are supportive of a cash-in-lieu arrangement as proposed by the City. As such, it is no longer necessary to identify any land or buildings for community purposes within the Structure Plan area.



3.6 Coastal Processes and Coastal Interface

The Structure Plan is generally consistent with the applicable objectives of SPP 2.6 with respect to coastal processes and climate change.

SPP 2.6 requires consideration of coastal process in conjunction with the effects of climate change across a 100 year planning horizon as part of planning decision making in coastal areas. In particular, SPP 2.6 requires consideration of sea level rise (as a result of climate change), coastal erosion, wave overtopping, and storm surge / coastal inundation in severe storm events. Each of these coastal considerations is discussed further below.

Coastal erosion – Consideration of coastal erosion is not relevant to this Structure Plan on the basis that the Structure Plan area is located within a sheltered marina. The existing coastal protection structure that surrounds the marina will prevent any significant erosion of the site during the planning timeframe.

Wave overtopping – Wave overtopping the coastal structures during severe weather events is a relevant consideration, and was factored into the design of the existing sea wall as part of the State funded coastal protection works in 2014. The Structure Plan is sufficiently set back from the coastal protection works, and will not be impacted by wave overtopping. On this basis, no further specific response is warranted to prevent wave overtopping.

Coastal Inundation – The City has advised the proponents of this structure plan that the Department of Transport's *Design Storms for Western Australian Coastal Planning* – *Tropical Cyclones* should be used as a basis from which to determine future impacts of coastal inundation in the event of a major storm event. The report concludes that the 500 year Average Recurrence Interval (ARI) inundation level for the entire Busselton town site, including Port Geographe, to be 2.9m AHD. When factoring in the established 0.9m allowance for sea level rise over the next 100 years, this results in a required development level of 3.8m AHD in order to avoid coastal inundation risks over the 100 year planning horizon.

Since submitting the structure plan in late 2018, the Department of Transport, in consultation with the Department of Planning, Lands and Heritage, the City of Busselton, and developers of the nearby Newport Geographe development, has revised the required development level from 3.8m AHD down to 3.4m AHD, and the provisions contained in the Implementation Section of this report reflect this level.

Consistent with all other surrounding lots within Port Geographe and the broader East Busselton area, both developed and undeveloped, the current site levels within the structure plan area are 2.2m - 2.6m AHD.

The proponents of the structure plan area have sought the advice of civil and structural engineers Geotechnical and Geological Consultants Ltd (GGC) as to whether it is physically possible to achieve a development level of 3.8m AHD over the structure plan area by filling the site. The advice confirms that:

- Increased fill levels have the potential to cause offsite subsidence, and could potentially result in damage to adjoining roads, service infrastructure, and private property.
- The potential for instability and structural failure of the canal walls is increased significantly due to additional driving forces and load of the increased fill. This may result in the need to undertake significant improvement works to the walls and footings, at considerable expense to the landowner.

- Any improvement works will most likely require significant dewatering, resulting in an increased risk of exposed acid sulfate soils, which in turn can have significant environmental consequences.
- In order to maintain a suitable factor of safety, building setbacks will most likely need to be increased to an estimated 12m-15m, resulting in a significant reduction in the developable footprint of the land to the point where the viability of developing is highly questionable.

A copy of GGC's advice is included as Appendix 2.

In the consideration of this structure plan in the context of SPP 2.6 and the risk of coastal inundation, it is important to note that:

- As demonstrated in Figure 9, the entire Busselton town site to the north of the Busselton Bypass is below 3.8m AHD, and as such, is exposed to the same risk of coastal inundation. Notwithstanding, development has been allowed to proceed in this area subsequent to the gazettal of SPP 2.6 in 2013, and with no further development requirements with respect to mitigating or accommodating coastal inundation.
- The Structure Plan area is an 'infill' site, and therefore warrants a greater level of discretion and flexibility than if it were a greenfield proposal.
- By virtue of the existing construction of the land within the Structure Plan area, it is physically incapable
 of meeting the required level of 3.8m AHD through the contemporary approach of filling the land to
 raise the site level.



Figure 9 Areas Vulnerable to Coastal Inundation



- The option of mitigating the risk through the use of adaptive built form, although technically achievable, is not commercially viable, and would put the landowners at a competitive disadvantage against other housing developments in the area that haven't been required to take similar measures.
- None of the surrounding residential areas, roads or infrastructure are developed to similar level and
 are therefore all deemed to be vulnerable to coastal inundation in accordance with SPP 2.6. As such,
 raising the level of the site or buildings achieves very little, as the surrounding district and local road
 network, drainage and service infrastructure, and private properties would all be flooded in a major
 storm event.

It is understood that the City is currently progressing a Coastal Hazard Risk Management Adaptation Plan (CHRMAP) for the entire Busselton area, and that once completed, this CHRMAP will go some way towards establishing a uniform planning response for all affected areas. The City has advised that the CHRMAP is still some 18 -24 months away from completion.

Until such times as the City's CHRMAP process is completed and endorsed by relevant agencies, the minimum acceptable finished floor level to satisfy the inundation requirements of SPP 2.6 is 3.4m AHD. The Implementation Report and corresponding Scheme provisions reflect this requirement. In the event that the CHRMAP does establish a lower flood level, it will be necessary to amend the structure plan and Scheme provisions accordingly.

In addition to the minimum finished floor levels, the structure plan and corresponding Scheme provisions require that further justification will need to be provided at subsequent stages in the planning process (subdivision or development application) in order to demonstrate that the development can achieve the necessary levels, and that the land is capable of accommodating the type of development envisaged in a major flooding event. The structure plan also requires the preparation of an Emergency Evacuation Plan as a condition of approval in order to advise future residents of impacts and evacuation measures.

3.7 Infrastructure Coordination, Servicing and Staging

The Structure Plan area has existing access to all essential services and infrastructure. Reticulated sewer, water and electrical services are all installed within the Port Lane reserve, with connections provided to the Structure Plan area at various intervals.

Drainage / stormwater infrastructure is also constructed within the Port Lane reserve, and has capacity for any future development of the Structure Plan area to connect to the existing drainage network.

Precise details of servicing and drainage strategies for the interior of the site will be confirmed at subdivision and / or development application stage in the usual manner.

3.8 Development Contribution Arrangements

The City has advised that the Structure Plan area is subject to the 'Port Geographe Developer Contribution and Staging Plan' which, in conjunction with the original development deed for the Port Geographe area, provides the basis for development contributions towards community infrastructure in the locality. This development contribution framework is not included in Schedule 15 of LPS 21, and it is understood that it is implemented via a separate to the planning framework, it is not necessary for the structure plan to duplicate these requirements.



4.0 Amendment To Port Geographe Development Plan

As noted in Section 2 and Appendix 1 of this report, the Western Australian Planning Commission has resolved that it is necessary for the purposes of orderly and proper planning to prepare a structure plan over lots 585 and 9501. As part of this same resolution, the WAPC has determined that it is also necessary to concurrently amend the PGDP to exclude the Structure Plan area.

In accordance with the WAPC's resolution, an amended PGDP is included as Appendix 3 to this Structure Plan. The proposed modifications to the amended PGDP are as follows:

- Identify the Structure Plan area as 'Subject to Separate Structure Plan' and remove all zoning, density
 codes and land use designations that affect the Structure Plan area; and
- Delete Policy Statement 2 (commercial and community floor space), 3 (public boardwalk) and 9 (cycle racks in shopping centre car park).

It is understood that this amendment will be processed and determined in parallel with this Structure Plan, with this report forming the basis and justification for the amendment.



Appendices

- Appendix 1 Correspondence from Western Australian Planning Commission (August 2018)
- Appendix 2 Summary Geotechnical Note on Proposed Infill (Geotechnical and Geological Consultants Ltd)
- Appendix 3 Amended Port Geographe Development Plan (CLE Ref. 3153-42)

Appendix 1

Correspondence from Western Australian Planning Commission
(August 2018)





Enquiries: Our Ref: Your Ref: Mr Frank Scibilia DP/13/00969 3153Ltr26

CLE Town Planning and Design PO Box 796 SUBIACO WA 6904

Attention: Mr Cameron Leckey

Dear Cameron

PORT GEOGRAPHE VILLAGE CENTRE REMNANT LAND - INTENT TO PREPARE STRUCTURE PLAN

I refer to your correspondence dated 1 August 2018 seeking support from the Western Australian Planning Commission for the preparation of a structure plan for Lots 585, 590, 612 and portion of Lot 9501, Layman Road and Spinnaker Boulevard, at the Port Geographe Village Centre.

The Western Australian Planning Commission has resolved, pursuant to Schedule 2 Part 4 r.15(c) of the Planning and Development (Local Planning Schemes) Regulations 2015, that:

 three structure plans are required for Lots 590, 612 and for Lots 585 and portion of 9501, respectively, for the purposes of orderly and proper planning.

Further to the above, a structure plan amendment to the Port Geographe Development Plan, identifying the abovementioned sites for separate structure plans, is expected to be undertaken prior to or concurrently with the structure plans for the abovementioned sites.

Please call Mr Frank Scibilia of this office if you have any further queries.

Yours sincerely

David Brash

Principal Planning Officer

South West Regions, Land Use Planning

27 August 2018

Cc Mr Paul Needham, City of Busselton

Appendix 2

Summary Geotechnical Note on Proposed Infill (Geotechnical and Geological Consultants Ltd)



439 Vincent Street West West Leederville WA 6007 Ph: +61 8 6146 1196 www.ggcons.ultants.com.au

ABN: 69 611 127 676

TECHNICAL MEMORANDUM

To: Qube Property Group From: Colin Dickson

Attention: Tiffany Parkin Date: 10 December 2018

Email: <u>Tiffany@qubeproperty.com.au</u> GGC Ref: GGC181708-TM01-Rev1

c/- Pages: 3 (plus attachments)

Subject: Summary Geotechnical Note on Proposed Infill Lot 38 and Lot 9501, Port Lane, Port Geographe

Introduction

This memorandum provides a summary of the likely geotechnical constraints that will result from a requirement to increase the current site at Lot 38 and Lot 9501, Port Lane, Port Geographe. This memo has been prepared by Geotechnical and Geological Consultants Ltd (GGC) on behalf of Qube Property Group Pty Ltd (Qube).

This desktop review was commissioned Tiffany Parkin of Qube via a signed Client Authorisation Form dated 27 November 2018.

The information presented in this memo must be read in conjunction with the attached important information sheets titled "Your Geotechnical Report".

We have used information provided by Qube and prepared by third parties in this review. We have assumed that this information is reliable and is accepted it in good faith. GGC is not able to accept responsibility for errors resulting from information provided by others.

Proposed Development

Lot 38 and Lot 9501 Port Lane are canal lots within the Port Geographe Development. These lots were previously identified as The Bridges lot 38 and 39 (now Lot 38) and lots 40, 41, 9001, 11, 584 and 30 (now Lot 9501). The lots are shown on the attached Plan Ref 3153-02-01 provided by Qube.

The lots were originally constructed about 12 years ago and are currently under consideration for redevelopment by Qube. The current site levels on Lot 38 and 9501 between about 2.4 and 2.6 m AHD. The latest revision to State Planning Policy, Coastal Planning Policy 2.6 requires a minimum finished habitable finished floor level of 3.8 m AHD at the site, which is about 1.2 to 1.4 m above current site levels. This includes allowance for a 1 in 500 year storm surge event and allowance for a 100 year sea level rise.

The earthworks completed to construct the lots were verified by Coffey Geosciences (formerly Coffey Geotechnics) in their report ref. GEOTHERD02554AJ-AX, dated July 2006. The report by Coffey confirms that the works to construct the lots included surcharge preloading to minimise future settlements resulting from consolidation and creep settlement of organic silt and seaweed layers and creep settlements from loose sand layers. The intention of the preloading was to limit future settlements for residential buildings on lots such that footings complying with the requirements for a "Class-S" site classification to AS2870-1996 (now superseded by AS2870-2011) could be used.

Earthworks were also completed to excavate the organic silt materials from the foundations of edge walls and replace this material with compacted sand prior to constructing wall foundations.



Geotechnical Summary Lot 38 and Lot 9501, Port Lane, Port Geographe **GGC181708-TM01-Rev1**



Global Stability analyses were completed by Coffey on the Marina Edge Walls and Water Body edge walls. The results from the global stability analyses were used to specify the minimum horizontal set-backs for building envelopes on edge-wall retained lots to maintain a suitable minimum factor of safety against geotechnical instability. The current lot levels were the design levels used by Coffey for the stability analyses.

Discussion on additional filling and stability of edge walls

The earthworks and geotechnical analyses completed for the lots were based on the current lot levels as the finished design levels. The geotechnical elements of the development were designed previously to address complex geotechnical issues including future settlements and marina edge wall stability.

Raising the lot levels to achieve a finished floor level of 3.8m AHD has the potential to result in the following geotechnical risks:

- Additional ongoing creep (secondary consolidation) settlements resulting from increased fill levels. This will increase the cost of building construction. There is potential for additional settlements to be induced at the edges of neighbouring properties. If there are existing retaining walls or buildings close to the boundaries, these may be affected by the additional settlement and may require underpinning or stabilisation to minimise cracking, etc. There may also be local settlement effects on adjacent roads and buried services.
- Potential for edge wall instability due to additional driving forces resulting from higher ground surface elevations. The overall base width of the walls and wall stem thicknesses may need to be increased to deal with the increased earth pressure. This may require dewatering including temporary lowering of water in the adjacent water body. This wall upgrading may need to extend into the adjacent property.
- Increased horizontal set-backs for residential buildings on new lots (and reduced building envelopes) in order to maintain a suitable minimum factor of safety against global instability. Initial estimates suggest that building setbacks from canal walls may need to be increased to about 12m to 15m on some lots.
- If dewatering is required to reinforce the existing canal walls, this is likely to induce an acid sulfate soil issue, as occurred during the initial construction of the enclosed water body walls.

More detailed analyses and design will be required to quantify the work required to reinforce existing retaining walls, the magnitude of increased building setback from the existing canal walls and the effect on site classification for house footing design.

Conclusions

The existing canal walls are expected to be inadequate to support the increased fill loads for future minimum development levels of 3.8 m AHD. The canal walls are vulnerable to global instability unless substantial strengthening work is undertaken, and building envelopes are significantly reduced. Furthermore, the increased fill levels could potentially result in offsite settlement / subsidence, impacting on existing roads and service infrastructure adjacent to the site.

For these reasons we are of the view that it would be extremely difficult to achieve a minimum development level of 3.8 m AHD.



Geotechnical Summary Lot 38 and Lot 9501, Port Lane, Port Geographe GGC181708-TM01-Rev1



Closure

We trust that the information presented above meets your current requirements. If you have any queries or need more information, please contact us.

For and on behalf of Geotechnical and Geological Consultants Pty Ltd.

Colin Dickson

Principal Geotechnical Engineer

Attachments

Important Information About Your Geotechnical Report (3 pages)

Site plan Ref 3153-02-01 (1 Page)



1 Introduction

The information contained in this document is to inform GGC's clients of the reasonable expectations of a geotechnical report and options to mitigate geotechnical risks and consequences. This information is provided to help clients understand where GGC's responsibility as a geotechnical engineer, acting reasonably, begin and end. In doing so, it also highlights the responsibility of our client and third parties.

Please contact the GGC Project Director should you not understand the report and the limitations of the information provided.

2 Collection and Interpretation of Data

Geotechnical investigations identify subsurface conditions only at the point of investigation. The material encountered during the investigation is recorded on logs and based on a visual assessment and (if undertaken) supported by laboratory test results. In the case of an Electric Friction Cone Penetrometer Test (CPT), the data recorded is a tip pressure and sleeve friction on a rod; from which ground conditions are inferred.

Actual conditions may differ from those encountered during the investigations and / or inferred a distance from the investigation stations. In addition, the actual interface between materials or units may be gradual or more abrupt than inferred from the results of the investigation.

A Chartered Geotechnical Engineer and / or Engineering Geologist should be retained through the various stages of the project to identify variances, conduct additional tests if required, and provide recommendations to address geotechnical / geological issues identified on site. The Chartered Geotechnical Engineer / Engineering Geologist should also review the actual conditions encountered to confirm that they are consistent with those inferred in this report.

3 Change in Subsurface Conditions

The geotechnical recommendations and parameters provided in this report are based on the ground conditions encountered at the time of the geotechnical investigation. Changes in the ground conditions can occur over time and include, but are not limited to, the following:

- Filling or excavation works (or other anthropologic events);
- Flooding:
- Groundwater fluctuations;
- Earthquakes or other such events;
- Works on neighbouring sites impacting on the subject site; and,
- Migration of pollutants from neighbouring properties.

GGC should be consulted if there is any protracted delay in the issue of this report and the use of the recommendations provided.

It is important to note that where ground conditions have changed, additional geotechnical investigations and testing may be required to assess the impacts of the changed ground conditions.



4 Specificity of Report

This geotechnical report has been prepared for a specific project and design; therefore, it has been written to address specific geotechnical issues. In doing so, the following has been taken into account:

- The project objectives as described in the report;
- The client's budget and programme constraints;
- The specific site mentioned in the report; and,
- The nature and extent of the development at the site.

This report should not be used for any other purpose other than what has been specifically described and should not be relied upon if:

- The report was not written for you;
- The report was not written for your specific site;
- The report does not address your specific development;
- ▶ There is a significant delay between undertaking the report and developing the site; or,
- Significant changes to the site have occurred.

Where the information and recommendations contained within this report are being used by others, GGC should be engaged during the design process to engage with the other members of the design team and review works being produced by the other design team members to confirm that it is consistent with the geotechnical report.

5 Environmental Issues

Unless specifically addressed in this report, environmental and contamination considerations are not included. The investigation methods required for environmental investigation often differ to those used for geotechnical investigations and the information contained within this report may not be appropriate for use by environmental engineering consultants and scientists.

This report was not prepared to address environmental issues and the client is responsible to ensure environmental considerations have been taken into account for the project. GGC can provide information on environmental engineering consultants, should this be required.

6 Construction

The method of ground investigation used for geotechnical investigations limits GGC's ability to know every detail about the ground conditions on site. GGC use reasonable engineering judgement to form an assessment of the subsurface conditions at the site based on information obtained at specific locations.

Ground conditions may be encountered during construction that were not anticipated during the geotechnical investigation. Should this be the case, GGC should be engaged to provide construction support as a means of mitigating the consequence of encountering unexpected ground conditions.

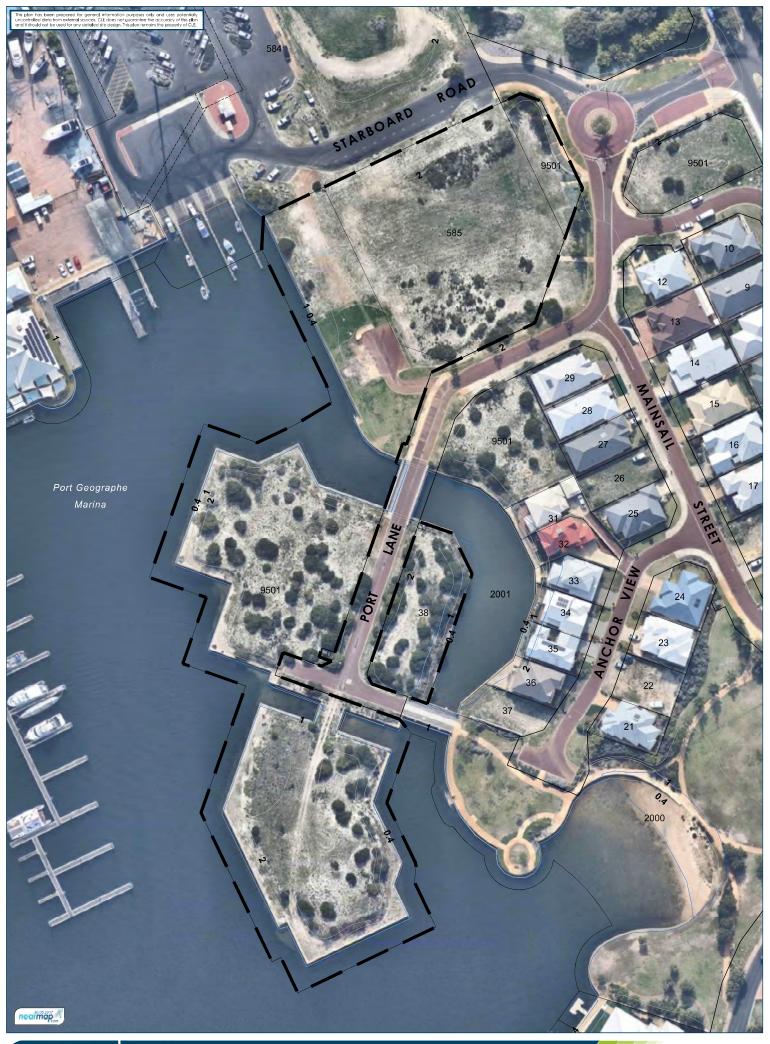


7 Responsibility of Others

GGC has prepared this report for the use by our client. GGC does not accept any responsibility from any third party, other than our client, who uses the information contained in this report. GGC takes no responsibility for any damages suffered by any third party as a consequence of any decisions or action that have been made based on this report.

Further information regarding the responsibility of clients and other third parties should also be obtained from the following:

- "Guidelines for the Provision of Geotechnical Information in Construction", published by the Institution of Engineers Australia;
- Australian Standard AS 2870 2011, Residential Slabs and Footings;
- Australian Standard, AS 5100 2004, Bridge Design Set; and,
- Any other Standard or Code of Practice applicable to the development.







Appendix 3

Amended Port Geographe Development Plan (CLE Ref. 3153-42)

POZO12-P725-SKC4 M This is the Development Plan adopted by the Silite of Busselton pursuant to Clause 32 of the District Foun Planning Scheme No 29 on the day of Cardno Culef Executive Officer nontation / Residents Asia & Trader Parking has Deption Trader Parking 1 Dec/860 Markette againstances 100 AND VIDE OF STANDARD OF SUBDISSION APPLICATION STANDS ADDRESS OF LATING HAS READED TO LATER AS IT HISTORY RAID AS IT ***** Part Geographe Berelopment Area Boundary Landscape Buffer (rain, width 25m) Village Centre Pedestrian Routs TO SCHOOL (14 MI Public Appeass Around take THREADY CLAUSES Community Purpose Site SUTE, Fitt areas are industries unde dott stay Village Centre Precinct North of Letton find a Solidate Con Workship Market of Control for a Solidate Control for a Solidate Control for a Solidate Control for a Control for Solida of Letton for a Control for Solida of Letton for a Control for Solidate Control for ENTIRE ESTATE INFORMATION Ploodway (1:130 Year) L#2, 2007.21am Mesidential K20,7810 Public Boat Sample Public Open Space Pedestrian Bridge Braidentin) Bit Residential R20 Boddential B60. Residential E30 Residential Reo Dani Use Path Toilet Facility Sub-Putot PCS TOTAL GSS -TOTAL FOX r litros Section 2 Pier to the issue of ubobision approach for any lots or approved for execonent of any time, the Subobiser shall such as supplying plant. But clearly instructioner that appropriate the Outsteen space, for laterally probabilism bridge, consensation reserve, water fort centre and code, and often new notest to the safetiment of the Steir of Casaller to the desirence of absolute controllers and resource of placetime. A least section of the Controllers of Contr At autheisien Countil and CALM will accement subdivision constitoes natado be new Layman Road to ensue issues of landscape and environment are aproprietely addressed lissues include, but are act limited to light soil, drainage vegetation used for landscaping and finding Piter to he dosure of the Layman Road (oxed reserve) to faciliate opering of the canals, or other time as agreed to by the Shire of Busselbor, will construct a pedeatrian bridge to the specification, requirements and satisfaction of the Shire of Busselbor at the full coast to the Subdiviore interior conditions for any lots with pote trial forstage to a cenal, the Substitute state submit to the Shin affect of Environment or of the relevant government agency, verification of the flushing time and efficie , alto the statistication of the Shire of Busselton. Any areas of hiddinal public open space be shown as Yukun open space' associated with a future revised Port Geograph will not form gant of the open space cacclesian until these areas are inducted in the Port Geographe Derwingment Area. the commercement of subdivision works, an Yold Suphabi Spils Management Plan, and Ominage and Muthert Man to the satisfaction of the Shire of Buses lan and the Department of Emironnent. In respect to the development of residential kits within the Business Zone, Council will apply the requirements of the Res Western Australia as per the zoningar land use designations insticated in the revised Development Plan. for any lots in Laymon Road with potential frontage is a cural, the Subdivi Western Australian Planning Commission, a plan that: and to facilitate subdivision development over the portion of road; and Areas chaffled as Residential RXUFD are proposed to enable owners of these kits the option to denelop the lots in A Clause 58(s) of District Town Planning Scheme No.20 relating to the development of grouped dwellings. the public access way around lake to be a Padestrian Access Way (PAW) and vested with the Shirs of Besselton The staged construction of the book/rainer parking bays by the Proposent is to be determined at the Subdivision in a manner that reflects progressive devalopment of the project and progressive demand for additional facilities. rent, and recomment to the Western Australian Planning Commission that a condition be include water quality in the Targe blod; determine the lake, the Subdivider shall provide independent of a Abdivider shall provide. on of the Shire of Busselton access around the laker is to be grovided in arrange of access designs Planning Policy Statements - South of Layman Road DOS DOS CHOS AMPS DOS DOS GP MANS DOS DOS GP MANS Planning Policy Statements - Village Centre

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